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Buttes Vista

Neighborhood Plan

February 1999

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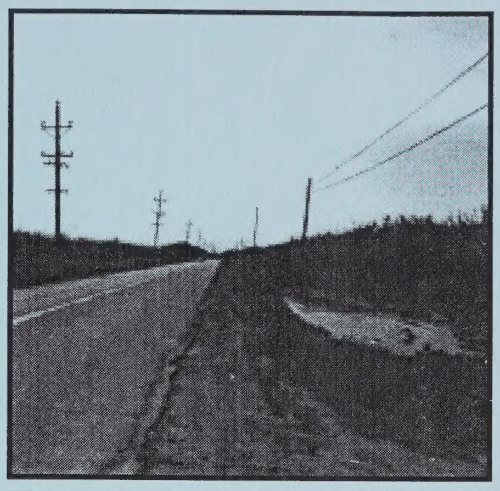

Prepared for

The City of Yuba City

Community Development Department

Prepared by

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Architects and Planners Inc.

BUTTES VISTA NEIGHBORHOOD PLAN
Approved by the Pln. Commission:
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CHAPTER 1 Introduction

INTRODUCTION

The Buttes Vista Neighborhood consists of 240 acres on the northwest side of Yuba City. It was annexed into the city in 1994. Generally the site is bounded by State Route 99 to the east, Pease Road to the north, existing residential development to the south, and residences and agricultural uses to the west. The project is split by Stabler Lane, a major north/south street.

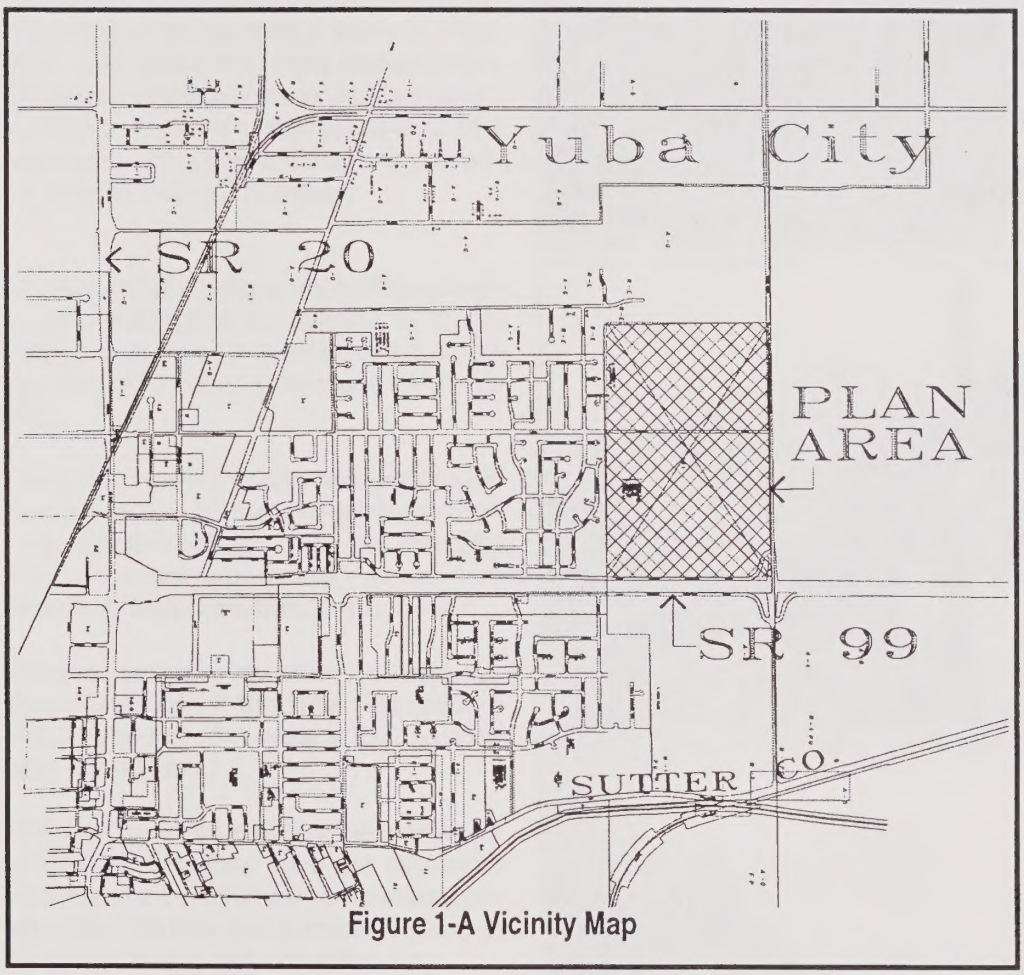


Figure 1-A Vicinity Map

The development of this neighborhood is critical to the future growth of the City of Yuba City, in that it will establish a standard for growth to the west of the city limits.

The following is a master plan for the development of the neighborhood. This plan addresses many developmental, environmental, scenic and management issues that are essential to the success of the neighborhood. It offers a program that will establish design standards, preserve and enhance scenic resources and incorporate various neighborhood uses into a cohesive unit that will promote the social and economic well being of the residents.

A substantial amount of technical information was gathered and analyzed in order to synthesize this plan.

The Buttes Vista Neighborhood Plan for the City of Yuba City was initiated by the Yuba City Community Development Department in March of 1998.

The plan's objective is to provide for an orderly and systematic development of the planning area by establishing a comprehensive planning program and development guidelines. The program and guidelines are consistent with the City's General Plan. Within the framework of the General Plan, the program and guidelines address development opportunities and constraints that are unique to the planning area and immediate surrounding environments.

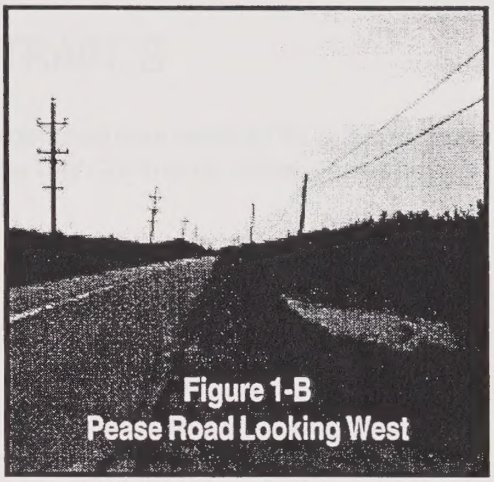


Figure 1-B
Pease Road Looking West

The Buttes Vista Neighborhood Plan is both a policy and regulatory document. It provides a complete framework for the development of all land uses described in the plan area.

The plan includes written and graphic description of how all the land within the Plan area will ultimately be used. The plan also describes the significant natural and manmade features within the plan area.

The plan sets policies which expand upon those contained in the Yuba City General Urban Area Plan that relate to the proposed land use program.

The plan provides an implementation program that describes land use regulation mechanisms as well as plan amendment procedures. The plan also provides guidelines for provision of public infrastructure.

The plan provides architectural and site design guidelines. Furthermore, the plan provides development standards in cases where the Yuba City Zoning Ordinance and Public Works Standards are not sufficient or applicable.

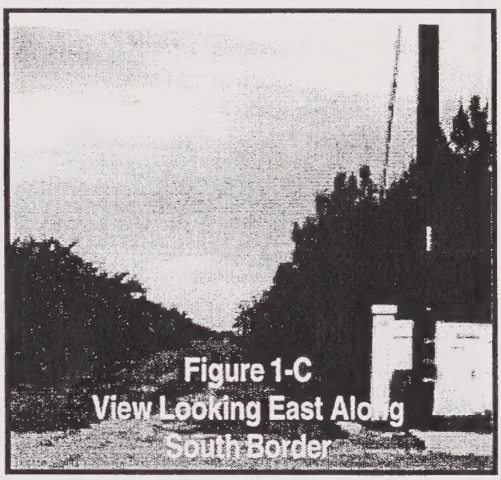


Figure 1-C
View Looking East Along
South Border

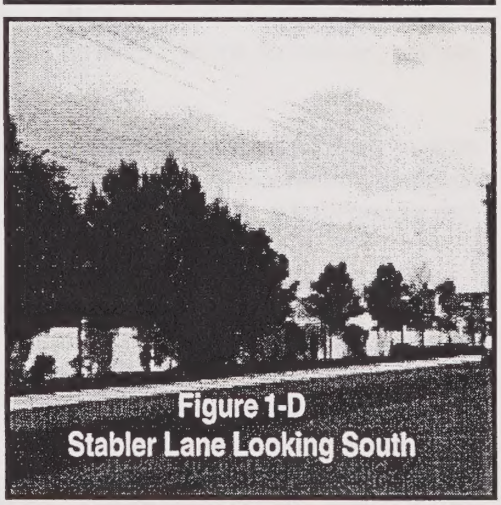


Figure 1-D
Stabler Lane Looking South

The Buttes Vista Neighborhood Plan is a result of concentrated planning effort which includes citizens from the plan area, property owners and adjacent property owners, City Council and Planning Commission, City staff, as well as representatives from various regulatory and service agencies that have jurisdiction within the plan area.

CHAPTER 2 Opportunities and Constraints

OPPORTUNITIES AND CONSTRAINTS

The following opportunity and constraints were obtained from existing CEQA information, site visits, and other information provided by the City Community Development Department, and land owners.

The elements have been keyed to an opportunities and constraints development plan for reference.

ELEMENT: View Of Sutter Buttes (E1)

Description:

Yuba City's western horizon is dominated by the Sutter Buttes, renowned for being the "Smallest Mountain Range in the World."

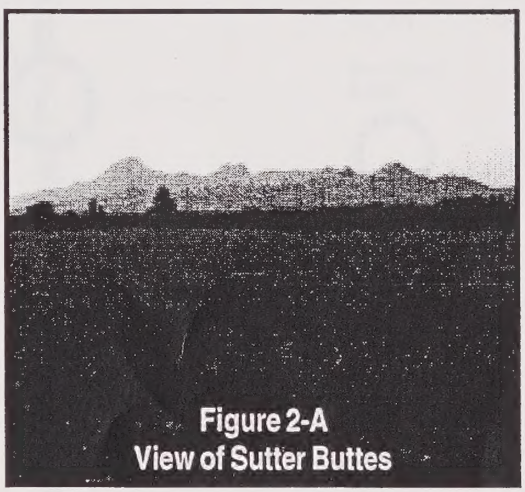


Figure 2-A
View of Sutter Buttes

The range is actually circular with a diameter of 10 miles and covers an area of about 75 square miles. The mountains are the remnants of a volcano that has been dormant for over a million years. South Butte, the highest peak is 2,117 feet above sea level. North Butte is 1,863 feet and West Butte is 1,685 feet above sea level.

Before modern levees and dams were built to contain the rivers, winter storms and spring run-off frequently turned the Sacramento Valley into an inland sea making the Sutter Buttes an island refuge for Indians, settlers and wildlife.

The Buttes have had many names over the years. The Maidu Indians called them "Histum Yani" which translates as, "Middle Mountains of the Valley" or "Spirit Mountain" ... depending on the source. According to Maidu legend, after death, the spirits of their people rest in the Buttes.

Gabriel Moraga, a Spaniard trying to locate possible mission sites, was the first European to see the Sutter Buttes in 1806. Another Spaniard, Luis Arguello, led an expedition in 1817 to explore Northern California by water. He called the Buttes "Los Picachos" or the peaks. He also named the Feather River "El Rio de la Plumas", because he saw many feathers of wild fowl floating on the water.

Other names for the Buttes were "Marysville Buttes", "Sacramento Buttes", and "Los Tres Picos." They were finally named the "Sutter Buttes" in 1949.

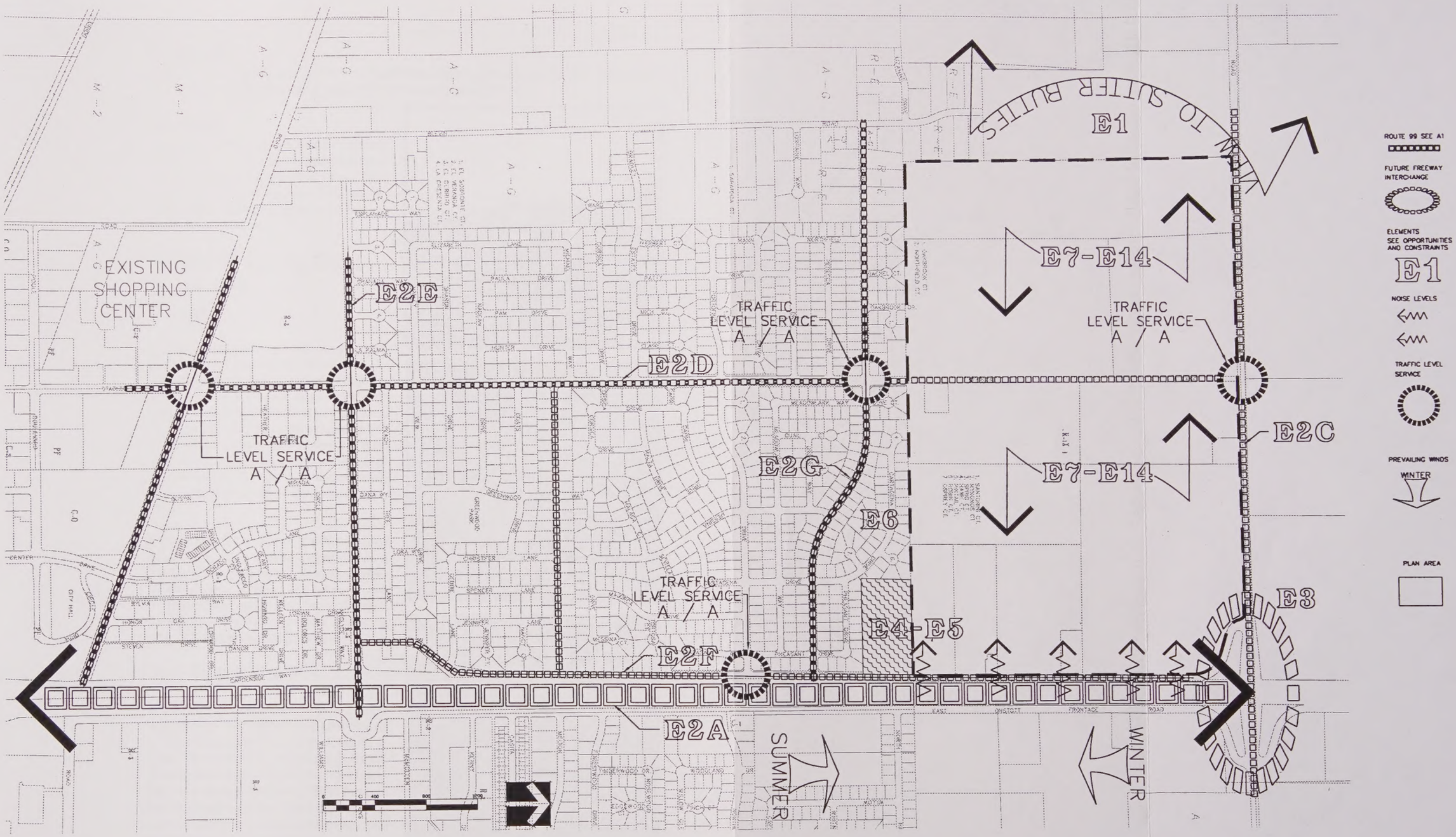


Figure 2-B Opportunities & Constraints

Opportunity:

View of the Sutter Buttes is the most significant visual resource on the site. It provides the opportunity to establish a neighborhood identity and landmark.

Constraint:

Focusing on the Sutter's Buttes requires one central road in the neighborhood to run at an angle to the existing street fabric of the surrounding site. This will require traffic control solutions at certain angled intersections.

Figure 2-C
Neighborhood On Southern Border

ELEMENT: Existing Street System (E2)

Description:

Traffic conditions on the street system in the vicinity of the site are influenced primarily by the residential orientation of the area. Commute travel associated with work oriented trips and local circulation to and from surrounding areas influences traffic conditions throughout this area of Yuba City. These destinations and corresponding travel patterns are oriented primarily to the south and east of the project study area.

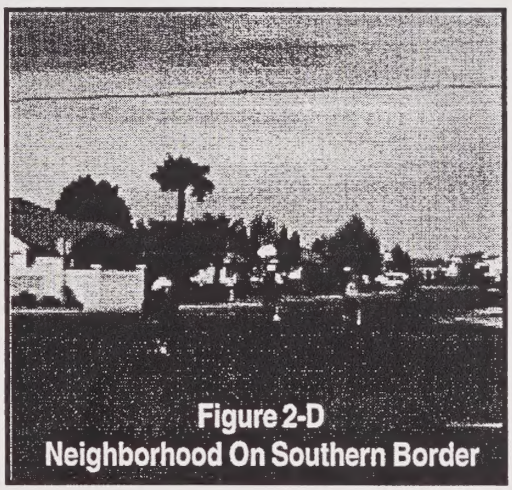


Figure 2-D
Neighborhood On Southern Border

Circulation throughout the Yuba City/ Marysville urban area is influenced to a significant degree by the limited number of east/west bridge crossings of the Feather River and the highway corridors bisecting the metropolitan area. Currently, only two bridge crossings serve the area.

State Route 99 (E2A)

State Route (SR) 99 is a north/south roadway through the Central Valley, serving as a major transportation corridor for agricultural, commuter and recreational travel. The highway also serves as a major trucking route through the State. SR 99 through the study area is a four-lane expressway south of SR 20 and four-lane freeway north of SR 20 to the Lomo Crossing intersection.

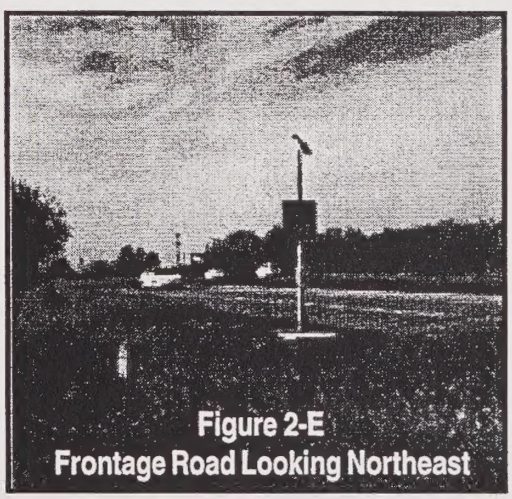


Figure 2-E
Frontage Road Looking Northeast

State Route 20 (E2B)

SR 20 is primarily a two-lane highway serving east/west regional, commercial and recreational traffic. The roadway interconnects with major routes such as Interstate 5, SR 99, SR 70 and Interstate 80. The route serves as a principal arterial for Yuba City and Marysville. The facility is a four-lane conventional highway in Yuba City west of SR 99 and widens to six travel lanes east of SR 99 to Plumas Street.

Stabler Lane, Pease Road, Queens Avenue and West Onstott Frontage Road provide the primary circulation to and through the study area and to the site.

Pease Road (E2C)

Pease Road is a two-lane east/west roadway providing circulation through the unincorporated area north of the Yuba City city limits. Pease Road provides an overcrossing of SR 99 and terminates at Live Oak Boulevard in the east. The facility is primarily rural in nature, providing 20-24 feet of pavement and graveled shoulders. The Yuba City Urban Area General Plan designates Pease Road, from Stabler Lane to Live Oak Boulevard, as a two-lane arterial facility. In the longer term, there will be interchange at Pease Road and SR 99, and Pease Road will be widened.

Stabler Lane (E2D)

Stabler Lane is a three-lane north/south roadway linking SR20 in the south to Pease Road in the north. South of the project site, curb, gutter and sidewalks are provided on both sides of the roadway. A center turn lane and adequate pavement width for on-street parking are also provided. At the southern project boundary, Stabler Lane narrows to a two-lane rural section north to Pease Road. The Yuba City General Plan designates Stabler Lane as a two-lane arterial north of SR 20.

Queens Avenue (E2E)

Queens Avenue provides east/west circulation through north Yuba City and access to SR 99. West of SR 99, Queens Avenue is a three-lane facility with bicycle lanes (Class II) and on-street parking. The Yuba City General Plan designates Queens Avenue as a two-lane arterial west of SR 99.

West Onstott Frontage Road (E2F)

West Onstott Frontage Road is a north/south frontage road paralleling SR 99. The roadway provides two travel lanes with on-street parking and sidewalks on its west side immediately north of Queens Avenue and then transitions to a two-lane rural section to the north (i.e., 11-12 foot travel lanes with graveled shoulders just south of the plan area).

Jamie Drive (E2G)

Jamie Drive is a two-lane residential street that crosses Stabler Lane. It links Blevin Road in the west to West Onstott Frontage Road in the east, there is an existing curb, gutter, and sidewalk on Jamie Drive within the city limits.

Constraints:

The increase of traffic volumes on adjacent streets to the Buttes Vista Neighborhood will require several mitigation measures, including the following;

*Addition of a traffic signal to the Queens Avenue and Peach Tree Lane intersection. It should be noted that signalization of this location may preclude any future signalization of the SR 99 southbound ramp/Queens Avenue intersection due to intersection spacing on Queens Avenue. Approximately 200 feet of intersection spacing is provided on Queens Avenue from Peach Tree Lane to the southbound ramps to the east.

*Widening of Stabler Lane to the north throughout the project site to Pease Road, consistent with the existing roadway section to the south of the site.

*Project-generated traffic plus cumulative traffic will warrant the signalization of the Queens Avenue/Stabler Lane intersection.

*Construction of noise walls along Stabler Lane in locations where noise walls do not currently exist. Noise walls should be at least six feet in height. Alternatively, lower the speed limit along Stabler Lane. Currently average vehicle speeds along Stabler Lane are about 35 miles per hour.

The project developer should construct sound walls along Pease Road, Stabler Lane, and West Onstott Frontage Road to reduce exterior noise levels to less than 60 dBA.

ELEMENT: New Highway Interchange (E3)

Description:

The City is planning the construction of a new highway interchange at the intersection of Pease Road and SR 99.

Opportunity:

This interchange will provide a direct connection from SR 99 to Pease Road thus elevating Pease Road to the level of an arterial. It will also reinforce Pease Road as a neighborhood edge.

Opportunity:

This connection will provide access from areas outside the neighborhood to Pease Road thus reducing the through traffic in the neighborhood.

Constraint:

This interchange will add traffic and associated noise on Pease Road.

Constraint:

The area required for the interchange will impact the physical layout of the neighborhood.

ELEMENT: Drainage (E4)

Description:

There is no existing urban drainage system in place within the planning area. While there are no physical constraints to developing a drainage system, there are multiple property owners within the plan area that must work together in construction of the system before much development can occur. The exception is the first 30 acres to develop which can utilize capacity in the existing drainage pond at the southeast corner of the planning area.

Constraint:

Because an adequate drainage system must be functional from the beginning, additional development beyond the first 30 acres must first expand the existing pond and provide connections to the pond and from the pond to the river before the development occurs. This will require property owner cooperation from the beginning.

ELEMENT: Secondary Use of the Existing Detention Pond (E5)

Description:

The offsite stormwater detention basin is approximately 15 feet deep with relatively steep banks, and was constructed in an otherwise level area. Vegetation present on the rim, slopes, and majority of the basin floor consists of ruderal species. The approximately 7 acre site will need to be doubled in size as properties within this neighborhood plan area develop.

Opportunity:

There is a strong possibility of incorporating the existing and new detention into open space and athletic fields either as part of a proposed school site, or as a City operated facility

Constraint:

Use of existing and expanded retention areas for open space and athletic fields limits location possibilities for the new school site to the southeast corner of the study area.

ELEMENT: Existing Residential Neighborhood on Southern Edge and a Portion of the Western Edge (E6)

Opportunity:

Due to the similarity in land use, the existing residential areas to the south will have little impact on the new neighborhood. Therefore, no mitigation measures will be necessary to protect the new housing areas.

Constraint:

Privacy issues will be a major concern of the existing residences. Therefore, two story units will not be allowed along the southern edge and a portion of the western edge of the plan area that abut existing residences.

ELEMENT: Water Treatment (E7)

Description:

Implementation of the proposed project would result in an increased demand on the City of Yuba City water treatment and distribution system. However the water treatment and distribution have sufficient capacity to handle the increased demand.

Constraint:

There are no significant constraints for this element.

ELEMENT: Sewage Treatment (E8)

Description:

Implementation of the proposed project would lead to increased flows to the Yuba City Wastewater Treatment Plant. Current dry flows average about 6 million gallons per day (mgd). The plant has a design capacity of 7 mgd, leaving 1 mgd capacity. At the city's current growth rate capacity will be reached in 2004.

Constraint:

Improvements to the plant over the next several years will bring the plant up to today's technology however capacity will still be limited. Future improvements will be needed for service to be provided to those outside of the current city limits.

ELEMENT: Natural Gas and Electrical Services (E9)

Description:

Implementation of the proposed project would lead to an increase in demand for natural gas and electrical services. Pacific Gas and Electric Company will be able to provide service to the project site without adversely affecting its operations.

ELEMENT: Law Enforcement (E10)

Description:

Implementation of the proposed project would lead to demands for law enforcement services. The Yuba City Police Department has planned for urban growth occurring in accordance with the Yuba City Urban Area General Plan.

Constraint:

There will be minimal impact upon the Police Department projected growth within the city in the short term through 2002. With projected growth in the city of 2% annually an additional patrol beat and associated personnel may be needed in fiscal year 2006/ 2007.

ELEMENT: Fire Protection (E11)

Description:

Implementation of the proposed project would lead to increased demands for fire protection services in the City of Yuba City. The City of Yuba City Fire Department works with a standard response goal of arriving at an emergency scene within 6 minutes. This includes the time it takes for the 911 dispatcher to determine the what and where of the emergency, notification of the Fire Department, firefighters getting in their response units, and driving to the scene of the emergency. The Fire Department can meet this standard within the developed areas within the current City limits.

Constraint:

Development of the Butte Vista neighborhood will likely result in some areas (primarily the northern and western project areas) possibly being located outside of the departments ability to respond within the 6 minute goal. The extent of this constraint can not be determined until the locations of proposed streets and traffic calming features are known and evaluated. With this project and other anticipated urban growth on the west side of SR 99 an additional fire station may be needed to be considered by the City.

ELEMENT: Existing land ownership configurations (E12)

Constraint:

Existing rectilinear land ownership configurations are in conflict with street layout. In some cases a contiguous parcel under one owner will be split into two or more parcels by the proposed street system.

Opportunity:

The relative small number of land owners should make reaching consensus among them easier.

ELEMENT: School Facilities (E13)

Description:

According to Yuba City Community Development Department staff, the initial project plans call for reservation of a +/- 15-acre school site within the project boundaries. School district staff have stated that such a site would be used for an intermediate school (grades 6, 7 and 8) with a capacity of approximately 850 student. The Yuba City Unified School District would be able to provide educational services to the project site if such a site were provided. The Yuba City Unified School District utilizes assessment districts to finance educational services for new residential developments.

Constraint:

Sufficient school facilities do not exist to serve students generated by implementation of the proposed project.

Opportunity:

The project sponsors shall provide a 15-acre school site to the Yuba City Unified School District. The project sponsors shall participate in an assessment district to provide public school financing.

ELEMENT: Park Facilities (E14)

Description:

Implementation of the proposed project will generate the demand for a 6-9 acre neighborhood park within the project area. This would be a significant impact.

Opportunity:

The project sponsors shall dedicate a 6-9 acre park site within the project area to the City of Yuba City. According to Yuba City Community Development staff, an agreement with the project sponsors plan to designate a +/- 7.5 acre park site within the project boundaries.

CHAPTER 3 Goals, Objectives, & Policies

BUTTES VISTA NEIGHBORHOOD PLAN GOALS

GOAL 1:

CREATE A PLEASING AND UNIQUE VISUAL CHARACTER FOR THE NEIGHBORHOOD.

Objective 1A:

Preserve the scenic vista to the Sutter Buttes.

Policy 1A1:

Provide special consideration to development that reinforces the view of the Sutter Buttes vista.

Policy 1A2:

Promote alignment of the circulation system for maximum enhancement of views to the Sutter Buttes.

Policy 1A3:

Promote landscape development that enhances views to the Sutter Buttes. This will include but not be limited to the siting of buildings, trees, entry statements, and other landscape features that can frame the view

Objective 1B:

Establish a signature style of design and ornamentation for the public improvements within the neighborhood.

Policy 1B1:

Ensure development of major focal points, plazas and nodes. Encourage public art and/or monuments

Policy 1B2:

Develop a monument gateway, within a common specific theme, at each major entrance to the neighborhood.

Policy 1B3:

Select a set of "off the shelf designs" for public benches, drinking fountains, fire hydrants, street signs, street lights that reinforce the neighborhood style.

Policy 1B4:

Develop a unified street tree plan that relates a particular species to a particular street.

Policy 1B5:

Encourage developers to create entry monumentation that is unique to their development but within the overall theme of the neighborhood.

Policy 1B6:

Develop a signature planting to be repeated at significant nodes within the neighborhood.

GOAL 2:

CREATE A RESIDENTIAL ENVIRONMENT THAT PROVIDES DIVERSITY AND ENHANCES THE QUALITY OF LIFE FOR ITS INHABITANTS

Objective 2A:

Promote a variety of housing types within the neighborhood.

Policy 2A1:

Promote a variety of housing types, styles and lot sizes within the neighborhood.

Objective 2B:

Create a strong transition between the neighborhood and the surrounding area by incorporating similar paving materials, site furnisihings, and plant materials in the transition areas.

Policy 2B1:

Do not allow two story development to abut the perimeter of pre-existing development.

Objective 2C:

Provide ancillary uses to the residential land use that reinforce activities which improve the quality of life and that are convenient, safe and attractive.

Policy 2C1:

Create a physical center of the neighborhood that will fulfill the functions of the traditional town square.

Policy 2C2:

Promote commercial uses that relate to the neighborhood level (e.g. deli, neighborhood market, video store).

Policy 2C3:

Commercial designs that are automobile focused (e.g. drive-up window service, gas pumps) are prohibited.

Policy 2C4:

Encourage pedestrian orientation for commercial uses (e.g. main entrance orientation to the street not the parking lot).

Policy 2C5:

Provide for off season use of detention pond as an athletic field space. The pond's maximum slope should be 5:1 and the cross slope of the pond's bottom should be 2%.

Objective 2D:

Promote development of neighborhood streetscapes that are diverse, interesting, secure and aesthetically pleasing.

Policy 2D1:

Design non-residential structures (such as leasing offices, recreation centers, and mail-box enclosures) to be "civic" buildings, to enhance identity and to relate to the surrounding neighborhood.

Policy 2D2:

A mix of one and two story units should be encouraged.

Policy 2D3:

A variety of housing styles and types should be encouraged to add variety to the streetscape.

Policy 2D4:

Adjacent homes should not have the same plan, elevation and/or color.

Policy 2D5:

Front elevations should emphasize porches entries and living areas of the home.

Policy 2D6:

Roofs should provide architectural interest in form, color and texture.

Policy 2D7:

Front elevations, access to garages, and building setbacks should be varied to create a diverse streetscape.

Objective 2E:

Promote architectural design that demonstrates a compatibility and variety of styles, quality of detailing and execution of the buildings, and positive relationships between building and site design features

Policy 2E1:

Covered porches and defined front entries are recommended. The primary entrance to the unit should be covered and should face the street. Second story elements can be integrated as decks or balconies.

Policy 2E2:

Window proportions, mullion/grid design, and materials should be carefully considered and should be compatible with the style of the architecture of the unit.

Policy 2E3:

Building façades should be designed to reduce the visual impact associated with garage doors and driveways.

Policy 2E4:

Incorporation of accent materials, window and door trim detailing, entry elements, premium garage doors, offsets and recesses, roofline variations, and variety in style and detailing should be encouraged. Variation in the design of front elevations should be encouraged, in part through the use of a variety of exterior cladding materials such as stucco, brick, stone and wood siding. High quality materials should be encouraged.

Policy 2E5:

Side elevations of homes that face open space, public streets or common areas shall be designed to include the same trim elements and design features as the front elevations of the units.

Policy 2E6:

Each home should have a minimum of a base color and an accent color. Each village should have one color palette per each 20 lots.

Policy 2E7:

Each subdivision should have a minimum of three roof color selections.

Policy 2E8:

The placement of second story windows, decks and balconies should protect the privacy of adjacent side and rear properties.

Policy 2E9:

Roof mounted mechanical or electrical equipment is prohibited. All mechanical and elec-

trical equipment (except meters, which shall be located on the side yard) shall be screened from view from the street.

Policy 2E10:

Where medium density residential is adjacent to low density residential the medium density directly adjacent to the low density shall be one story.

Objective 2F:

Garages should be secondary in appearance to the other parts of the house in street elevations.

Policy 2F1:

Detached garages, side and rear loading garages should be included in each neighborhood to minimize the visual impacts associated with multiple garage doors along residential streets.

Policy 2F2:

Side or rear entry garages and split garage configurations should be considered as options for residential design.

Policy 2F3:

Street facing elevations of side entry garages should be articulated with window openings, shadow relief, or other means.

Policy 2F4:

Some garage/parking concepts:

Garage width should comprise maximum 50% of the front elevation.
Garage could be set back 5' from the front of the house.

Garage could be detached and located in the rear yard or to the side of the home.

Garage doors can be split into single openings, with varying setbacks and include trellis features or other architectural elements to ameliorate the visual impact of the garage.

3' courtyard walls with gates can be utilized in the front yard to extend the front of the house forward of the garage when the house wall is behind the garage.

"Hollywood" style driveways are allowed (2'-3' paved strips with landscape between).

Objective 2G:

Promote cost effective and practical energy efficient designs and encourage builder participation in the PG+E "Comfort Home" program or equivalent.

Objective 2H:

Encourage the design of multi-family housing that is appropriately scaled, aesthetically pleasing and functional for a wide range of occupants.

Policy 2H1

Multi-family projects should have a massing and scale that is compatible with adjacent single family development.

Policy 2H2

A private exterior space should be required at each multiple-family unit.

Policy 2H3

Architectural detailing shall be designed at the same level on all publicly visible elevations.

GOAL 3:

PROVIDE A CIRCULATION SYSTEM THAT IS SAFE, EFFICIENT, AND BALANCED

Objective 3A:

Encourage road layouts that discourage speeding and other unsafe driving behavior.

Policy 3A1:

Encourage incorporation of a variety of traffic calming devices in the design of the residential street system.

Policy 3A2:

Encourage road system layouts that direct through traffic away from residential areas.

GOAL 4:

PROVIDE A CIRCULATION SYSTEM THAT PROVIDES AND PROMOTES ALTERNATE MODES OF TRANSPORTATION WHITHIN AND OUTSIDE THE NEIGHBORHOOD

Objective 4A:

Ensure that pedestrian, bicycle, and transit options are provided along with the automobile facilities.

Policy 4A1:

Connect the neighborhood to adjacent bikeways, and trails in the City and County.

Policy 4A2:

When bus service is extended to this area, encourage the development of safe, clean and convenient bus stop shelters at strategic locations within the neighborhood.

Policy 4A3:

Provide walkways and sidewalks that provide a safe, convenient, and pleasing system of pedestrian paths to the neighborhood center, park, and school.

Policy 4A4:

Encourage the orientation of the major public facilities and neighborhood commercial areas to the pedestrian and bicyclist.

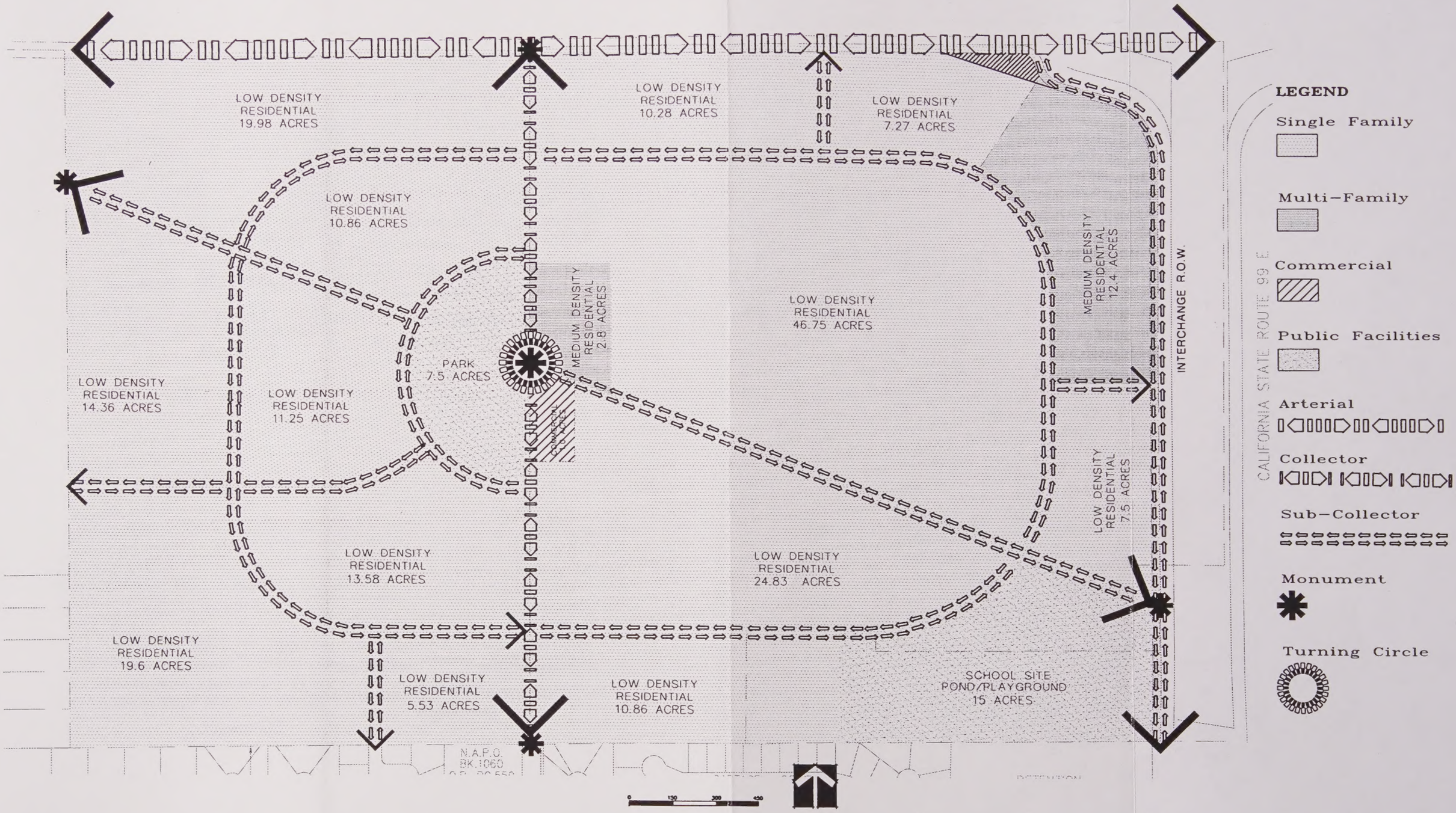
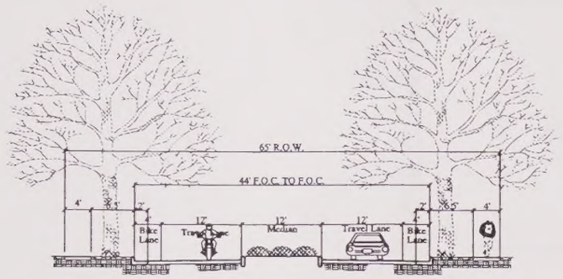
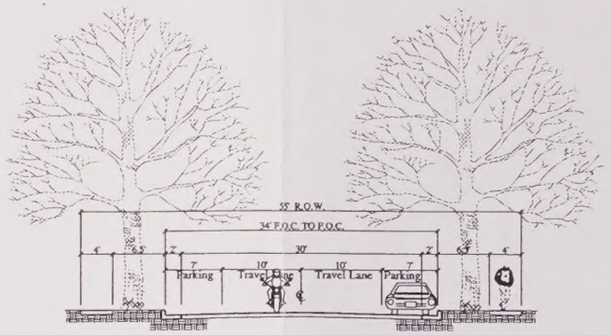


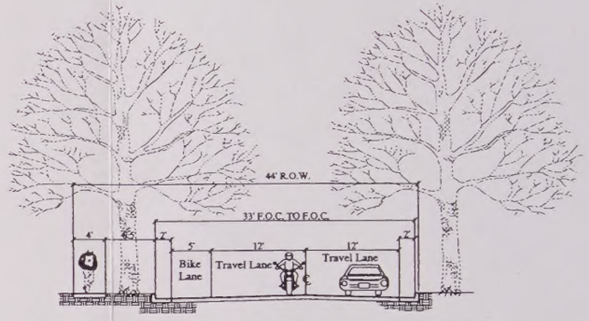
Figure 4-A Land Use Plan



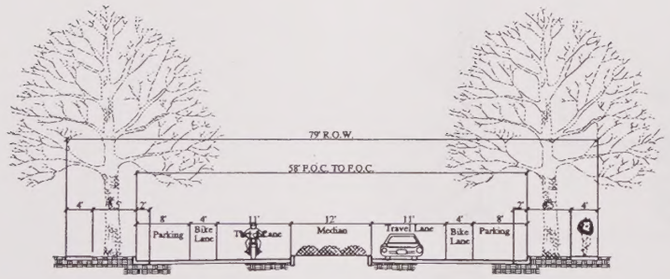
STABLER LANE TYPICAL SECTION
(ADJACENT TO SOUND WALL)
Figure 4-B



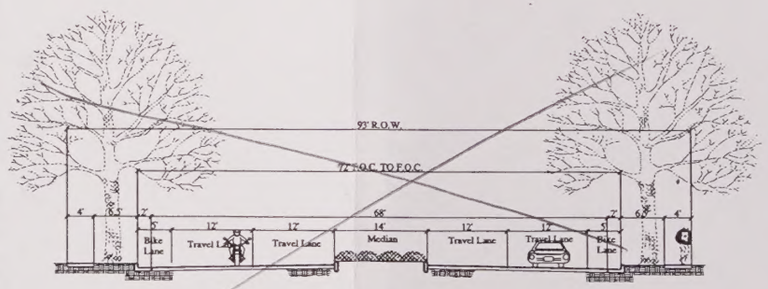
Access Road Typical Section and
Sub-Collector Typical Section
Figure 4-D



WEST ONSTOTT TYPICAL SECTION
Figure 4-F



STABLER LANE TYPICAL SECTION
(ADJACENT TO BUSSINESS FRONT)
Figure 4-C



PEASE ROAD TYPICAL SECTION
Figure 4-E

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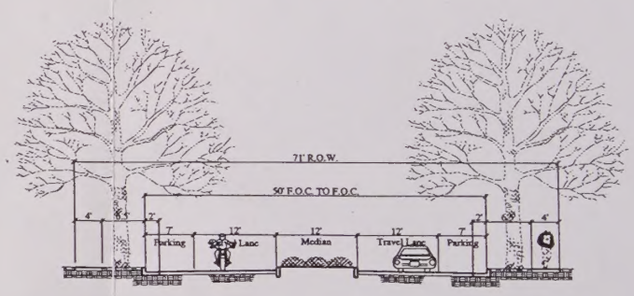
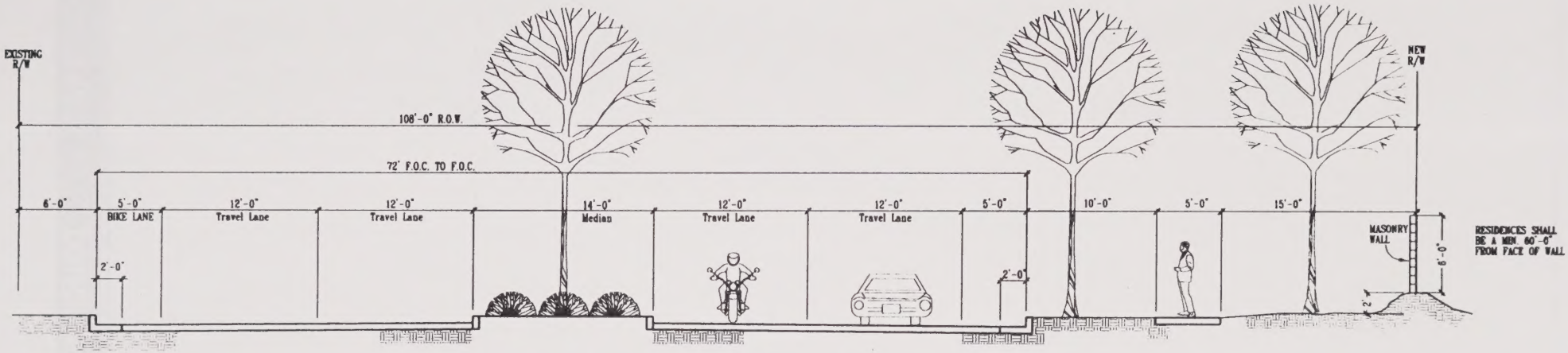


DIAGONAL STREET TYPICAL SECTION
Figure 4-G

Typical Street Sections



PEASE ROAD TYPICAL SECTION

FIGURE 4-E

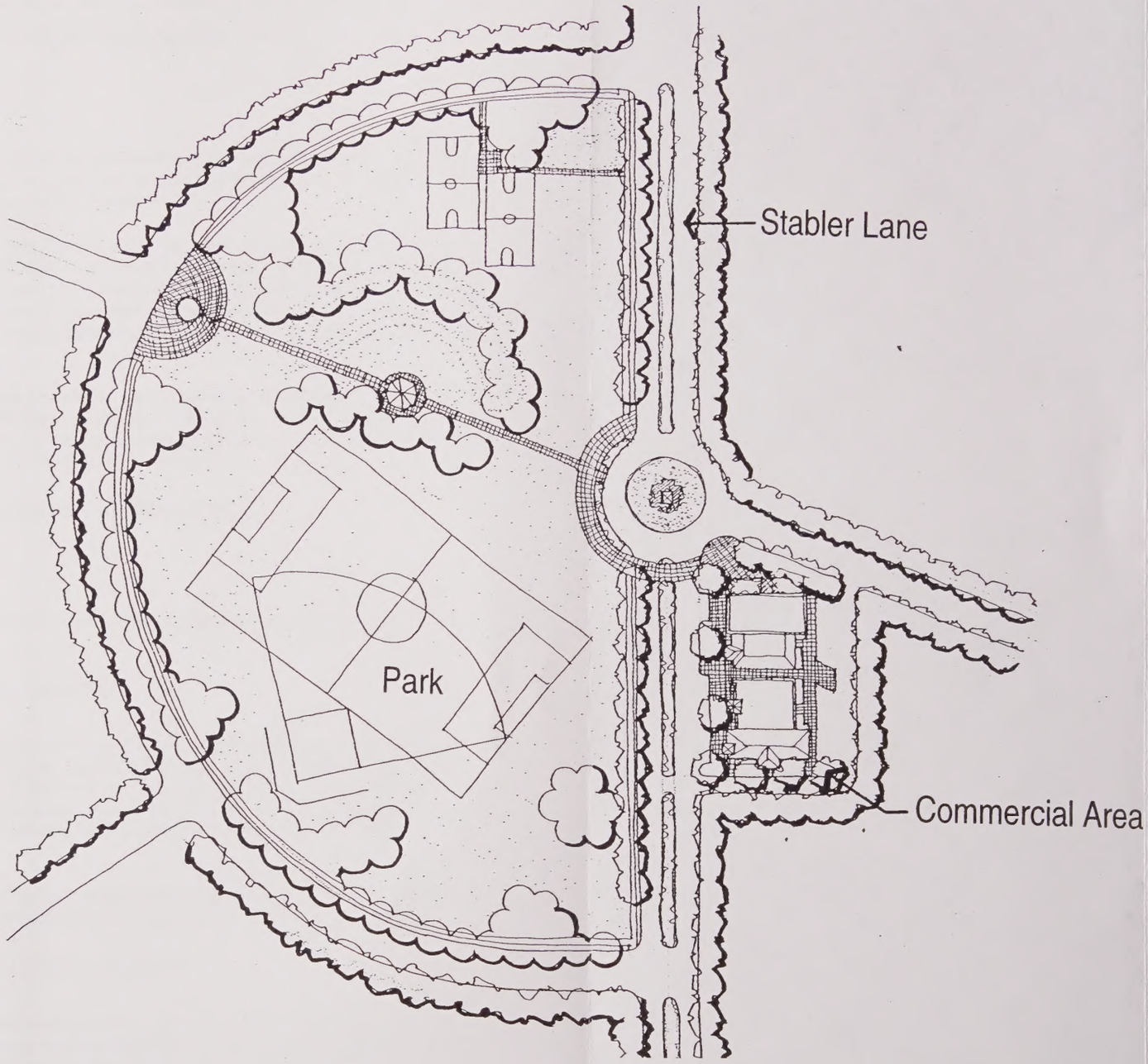


Figure 4-H Park & Commercial Area Conceptual Plan

CHAPTER 5 Design Standards

Introduction

The creation of the Buttes Vista Neighborhood will be a team effort between the City and several builders. Economic success and social viability is tied to the attractiveness and vitality of the neighborhood that is created.

There are few significant existing landscape features or examples of architectural character for us to build upon in the neighborhood. Therefore, the community character we create (which is the aggregate of the many individual neighborhoods we build) is crucial to our success. The purpose of this section is to provide builders in the Buttes Vista Neighborhood some valuable suggestions for implementing the goals and policies from Chapter 3.

The following information is intended to supplement the City of Yuba City's existing zoning ordinance, and architectural guidelines. If there is a discrepancy between these recommendations, and the existing documents, the policies of this plan will supercede the Zoning Ordinances and City Design Guidelines.

Neighborhood Commercial Architecture

Permitted Uses

Refer to the City of Yuba City's zoning ordinance, except that drive through uses are not permitted.

Setbacks and Building Orientation

Refer to the City of Yuba City's zoning ordinance and the Commercial Guidelines section of the City's Design Guidelines. The following information is provided as a supplement to these two documents. If there is a descrepancy between the following neighborhood commercial design recommendations and the City's zoning ordinance and/or the City's Design Guidelines, the following recommendations will supercede the City's Design Guidelines

The goal is to create a varied but unified neighborhood commercial streetscape that is integrated with the overall neighborhood design and character.

Architectural Harmony, Variety, and Quality

As with the residential section the overall goal is architectural harmony. Variety at least in building facades, is also an important objective, and is strongly encouraged. Quality is the third objective in the goal of architectural harmony. By quality, we mean the quality of materials, the quality of design, and the quality of construction.

The existing City Design Guidelines describes in detail the various design mechanics required to accomplish the goal for this neighborhood commercial area. The desired

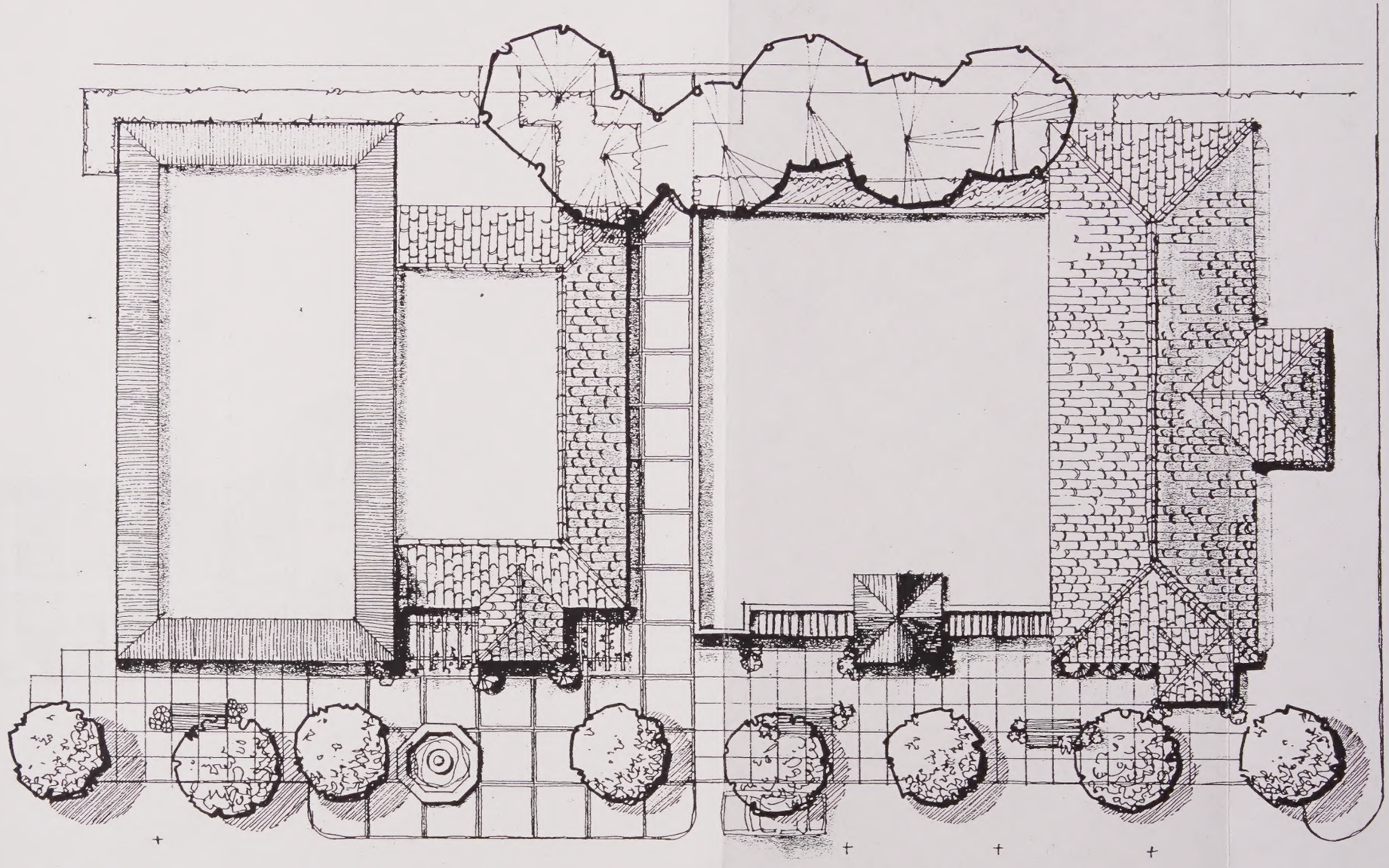


Figure 5-A Commercial Area Concept Plan

Figure 5-B Commercial Area Concept Elevation

character that this supplement should be used to create is one of a small, well established, neighborhood convenience commercial area. Traditionally these neighborhood commercial areas have come about over a period of time with a variety of architectural styles. Usually each small lot of an area is developed independently, under separate ownership. The proposed character of this neighborhood commercial area should present this image even though the entire neighborhood commercial area may be developed at one time by one developer.

Style Variations

In order to prevent the appearance of a rubber stamp commercial building e.g. typical convenience store architecture, the completed neighborhood commercial area should be comprised of at least three separate but compatible architectural styles. Preferably these styles will accurately represent or strongly suggest styles found in Central Valley neighborhood commercial architecture in the recent (1920 to present) times. Figures 5-A and 5-B are provided as an example of how these recommendations could be implemented.

Street Frontage

Integration between the commercial street frontage and the adjacent neighborhood park is critical to the success of both of these spaces. Similar paving materials, street furniture (including lighting) and plantings should be used for both spaces. Furthermore, it is critical that the street furniture be aesthetically compatible with the proposed commercial architecture.

Parking

Parking for the commercial area should be provided along the frontage street as well as behind the buildings. At least one passageway from the street frontage to the rear parking should be provided. Articulation of the building facades that create the passage way with doors, windows, awnings etc. is strongly encouraged.

A well organized system of patron parking building access as well as service acces is critical to the success of the rear parking area.

Service Areas

Adequate screening of service areas adjacent to parking and walkways with fencing and planting is very important in maintaining the visual quality of these areas. In addition, operational policies for maintenance of the service areas and adjacent public ways is essential to ensuring that the public ways aren't overcome by the visual and olfactoral effects of trash and garbage. This is particularly important when food service is involved.

Materials

Materials are a critical element in the perception of regionalism that the commercial building should present. As with the residential architecture, the number of material types on the building exclusive of the roof and trim, should be limited to two or three. Colors of the materials should be maximized to bring beauty and character to the structure .

Use of a single material can be very successful, but significant articulation of the façade is necessary to offset the potential for monotony.

Roof materials should focus on variations in color and tile shapes to add variety and interest to the streetscape.

Material changes should occur in a logical and aesthetically pleasing way. The sense of false applique should be avoided in all instances. Material changes must occur at reverse corners or return on side walls. Unless the material is being used to create a column effect, the side wall return should be no less than 4 feet.

Color

Color has the most visual impact of any of the architectural elements. It can either be the glue that binds the neighborhood together, or it can be the solvent that dissolves the visual bond. Proposed color concepts should be presented with color boards and photographs to assist the City planning staff in analyzing the proposed colors relationships to each other and the neighborhood.

Single Family Architecture

General

The following information is a supplement and enhancement to residential design guidelines for Yuba City. **The design standards for single family homes are advisory.**

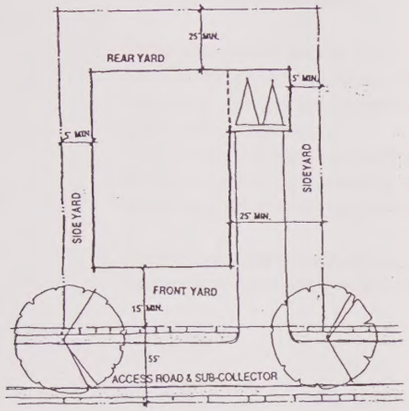
Setbacks and Building Orientation

Refer to the City of Yuba City's zoning ordinance. The City's residential setbacks are designed so that porches can be encouraged to bring the "social " part of the home closer to the sidewalk.

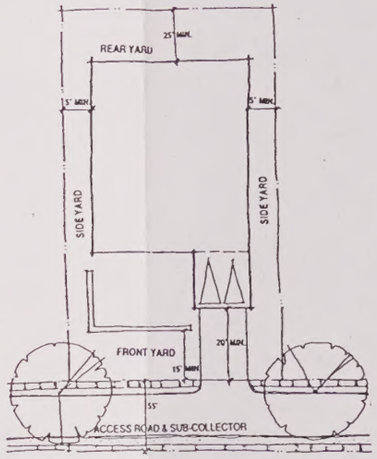
The goal is to reduce the visual impact of garages on the streetscape, consistent with other goals such as diversity of housing types, and taking into account the special design considerations which may be required for various types of lots (Refer to Goal 2, Objective 2F).

The above goal may be accomplished by a variety of means including but not limited to: garages which are detached or attached at or near the rear of units or lots; garages which are set back equal to or behind the non-garage façade or porch; units with forward garages which also include courtyards, arbors, arches or other similar treatments to enhance the streetscape; or side-turned garages.

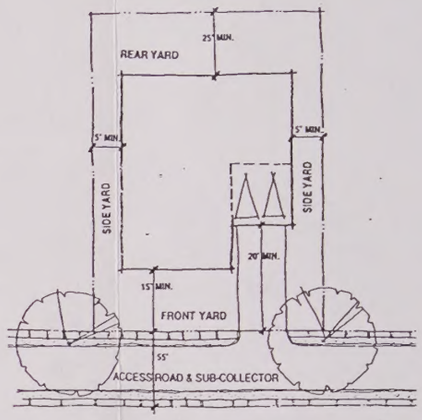
It is recognized that there are special circumstances in which it may not be possible or desirable to design units with recessed garages, in which case alternative treatments including some listed above (i.e., courtyards, side-turned garages) are encouraged. It is also recognized that there can be a diversity of designs on the street – i.e some with garages recessed, some units with courtyards, some units with porches, and some units with garages forward (See Figure 5-C).



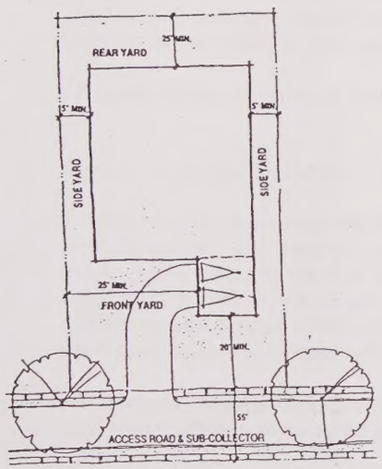
COTTAGE HOME



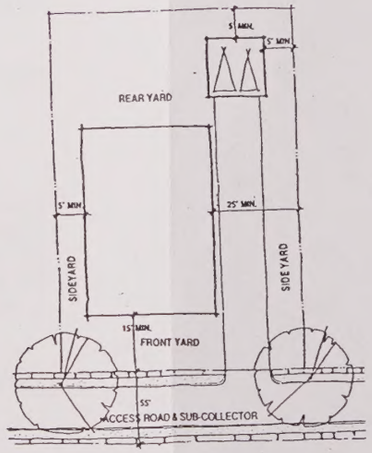
COURTYARD



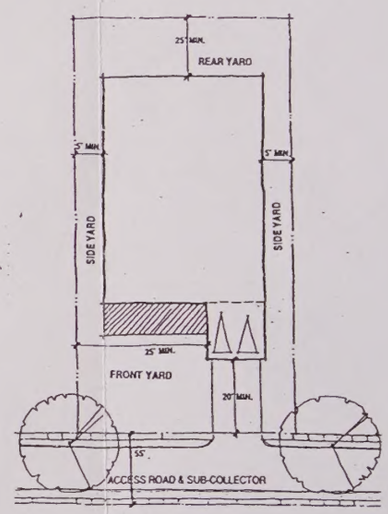
LIVING SPACE FORWARD



SIDE ENTRY GARAGE



DETACHED GARAGE



PORCH

Figure 5-C Floor Plan Types

Architectural Harmony, Variety and Quality

While the overall goal is one of architectural harmony, variety is an important objective, and is strongly encouraged. Quality is the second objective in the goal of architectural harmony. By quality, we mean the quality of materials, the quality of design, and the quality of construction.
The function of the architectural portion of this supplement is to provide detailed guidance to the builder regarding what level of design, variety and quality is required of the architecture for these neighborhoods.

The following architectural parameters apply to all lots, but are intended to control only those aspects which are directly viewed from the public areas.

Porches

Porches should provide space for the primary entrance to the house and they should be covered with a roof. The minimum dimensions for a porch is 5 feet deep and 8 feet in length.

Garages and Driveways

Proper treatment of the garage is critical to creating a sense of variety and quality. Living area forward floor plans are strongly encouraged.

Articulation of the garage façade is important for all floor plans and it is critical for garage forward plans (see Figure 5-F for examples). If 3 or more car garages are included in the plan, the garage facade should be articulated so that it appears that the garage doors are not in the same plane. Tandem garages are also encouraged.

All garage doors should have a minimum 6" recess from the frame to create a shadow line.

Variation of garage door styles is also strongly encouraged.

"Hollywood-style" driveways, with landscaped strip at least 2'-6" between two driveways are encouraged. For three car garages a "hollywood-style" driveway is also encouraged. In this instance the 2'-6" landscaped strip would be located between the two garage doors and run the length of the driveway. Locating a small planter area with sufficient area for a vine to trail on the garage or planting a columnar tree or shrub is an alternative that is also encouraged.

The driveway surface should have a pattern of score lines that will create a pleasing texture compatible with the architecture.

Projections and Bays

In order to encourage variety and human scale in the facades, bays and projections will be permitted to encroach up to 3'-0" into the front yard building setback, and up to 2'-0"

FIGURE 5-D Porch Example

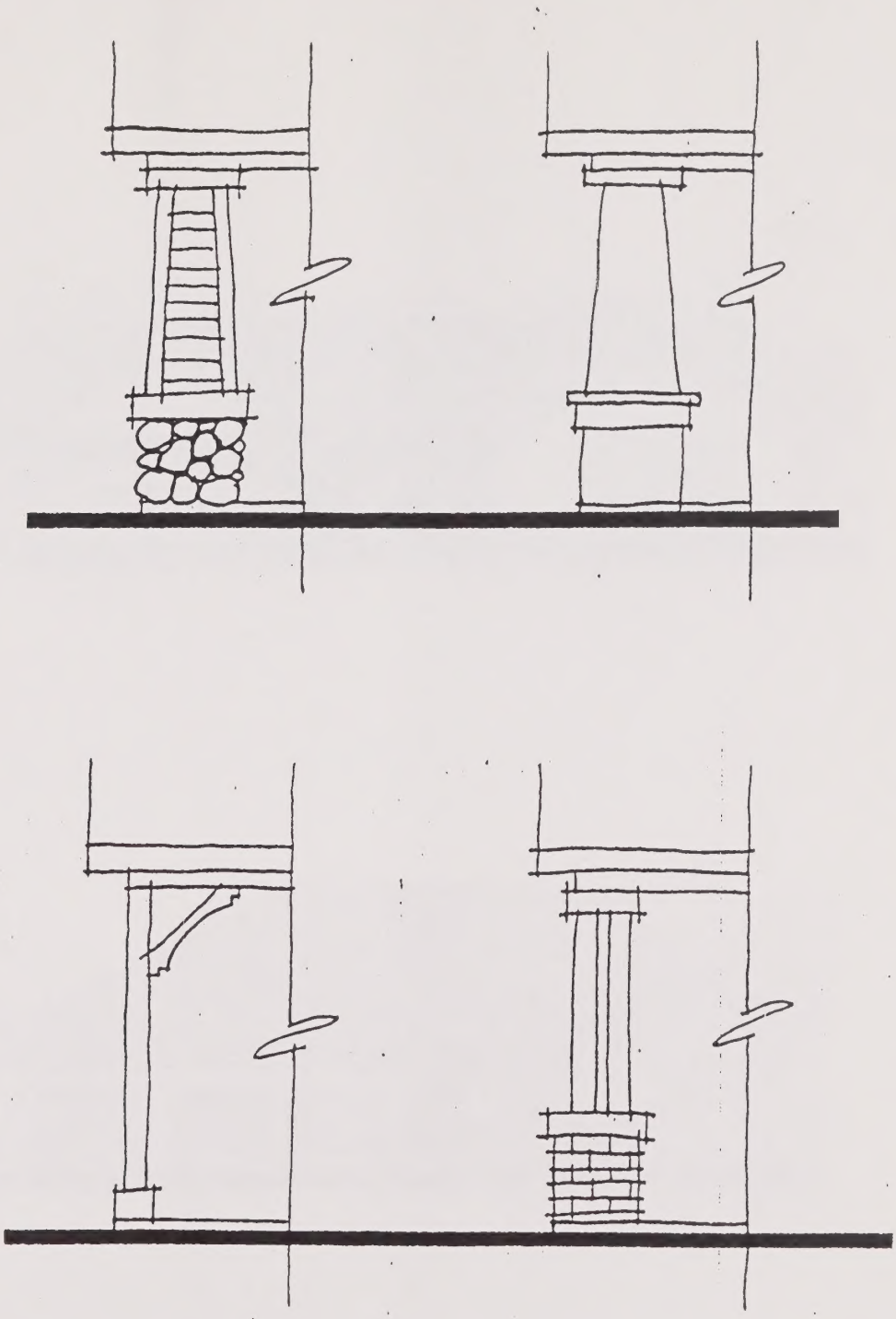


Figure 5-E Porch Support Examples

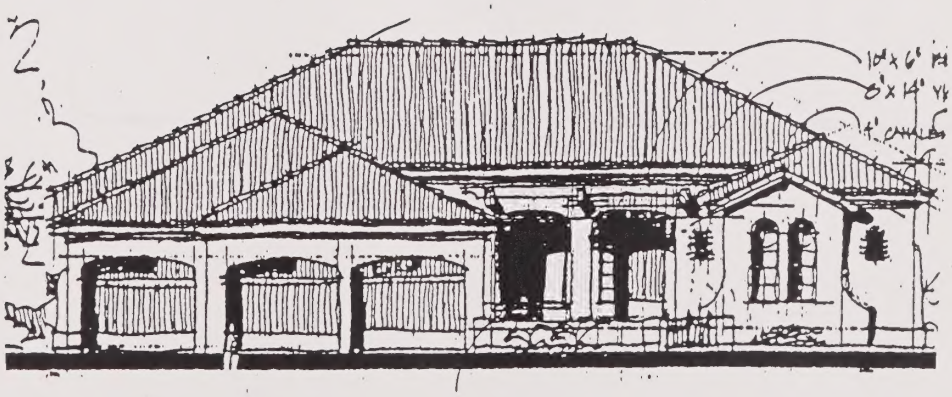


Figure 5-F Garage Examples

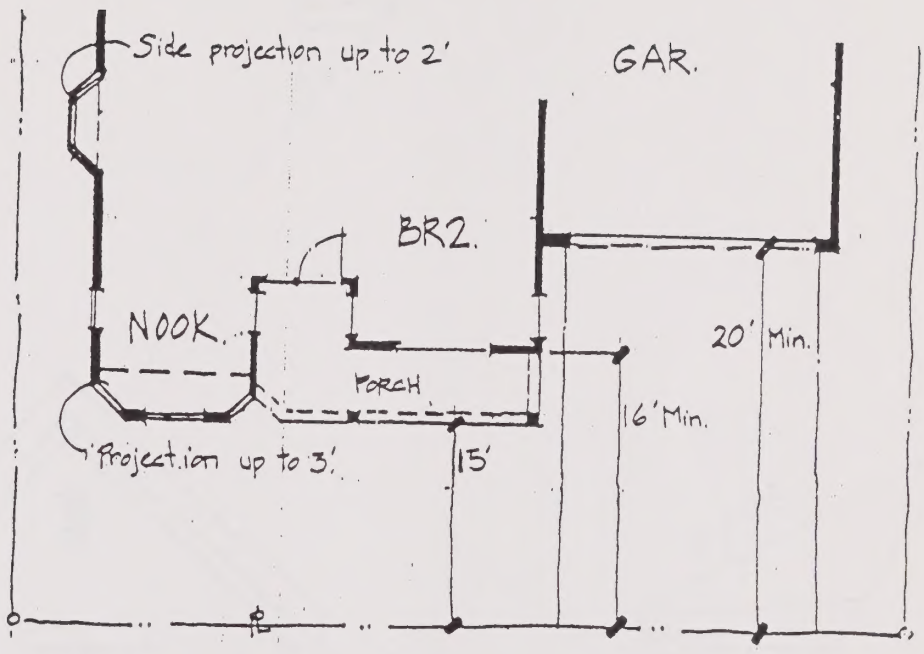


Figure 5-G Projections

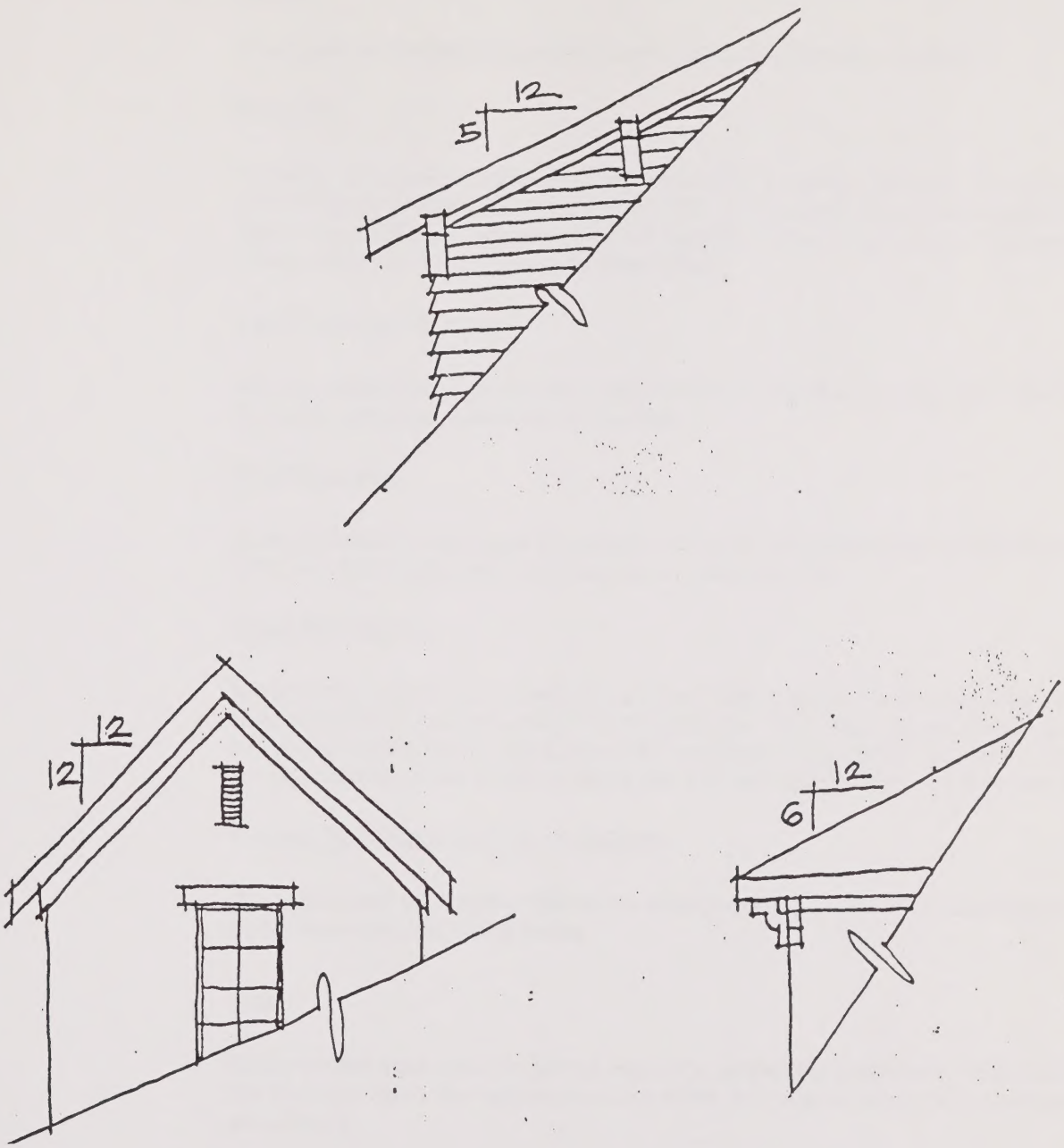


Figure 5-H Roof Examples

into the side yard building setback. However, under no circumstances will projections and bays be allowed within the minimum 15' setback (see Figure 5-G).

Roofs

The minimum roof pitch should be 5 (feet) vertical in 12 (feet) horizontal.

Materials

Materials are a critical element in the perception of quality housing. The number of material types on the building exclusive of the roof and trim, should be limited to two or three. Colors of the materials should be coordinated to bring beauty and character to the structure. T I-II siding is not recommended.

Use of Single Material

Use of a single material is not recommended unless significant articulation of the façade is used to offset the potential for monotony.

Roof Materials

Roof materials should focus on variations in color and tile shapes to add variety and interest to the streetscape. Concrete tile is recommended.

Material Change

Material changes should occur in a logical and aesthetically pleasing way. The sense of false applique should be avoided in all instances. Material changes should occur at reverse corners or return on a side wall towards the privacy screen. Unless the material is being used to create a column effect, the side wall return shall be no less than 4 feet.

Homes With Back or Side to Streets

Any homes with their back or side to the streets should have the trim material continued along the visible side of the house.

Color

Color has the most visual impact of any of the architectural elements. It can either be the glue that binds the neighborhood together, or it can be solvent that dissolves the visual bond.

Massing

Street elevations should be broken with reveals, recesses, trim elements and other architectural elements to provide visual interest and a sense of unity. It is essential that the overall massing and the front elevations in particular promote a sense of human scale. The proportions of the building should not only be balanced within itself; they must be balanced with the overall streetscape and neighborhood character. It is recognized that there are special circumstances in which it may not be possible or desirable to design

units with recessed garages, in which case alternative treatments including some listed above (i.e., courtyards, side-turned garages) are encouraged. It is also recognized that there can be a diversity of designs on the street – i.e. some with garages recessed, some units with courtyards, some units with porches, and some units with garages forward.

Style

There is a resurgence in the use of historic styles in residential architecture. This approach is encouraged for projects within the neighborhoods, if the following criteria are followed:

The Style Must Be Complete

The style must be articulated in the roof forms, facades, detailing, and material and color selections. Coordination of building style, landscaping and accent materials is encouraged.

Do Not Mix Styles

Mixing of styles, e.g. gothic columns with Spanish colonial must be avoided.

Style Must Integrate With Surroundings

The overall character and scale of the style integrates well with the adjacent non-style specific housing.

Residential Landscape Design

General

The primary concept for front yard landscaping throughout is to maintain a continuous ribbon of green turf along each side of the street wherever possible. Ground cover and shrub areas should be located adjacent to house fronts and side yard fences. The edge between the ground cover and the turf should modulate in smooth sweeping curves. Landscaping from the back of sidewalk to the front of the home and wing fence must be installed by the builder.

These landscape recommendations will provide consistency and variety for the single family residential development in Butte Vista Neighborhood.

The goal of these recommendations is to create an attractive streetscape for the various single family residential developments within each neighborhood. An additional goal is to create a strong connection between the major gateway improvements and residential projects. The elements of the streetscape for these developments are as follow:

Front Yard Landscape

This is the contiguous area along the street between the front curb and the face of the houses. The combined front yard landscapes along the streets will reinforce the unified character created by the street trees.

Side Yard Landscape

This is the combination of right of way and adjacent private property usually found along sub-collector and collector streets. The importance of this area is often overlooked in single family residential development, with the result being narrow weed patches between the sidewalk and the adjacent private fence.

Street Trees

Street trees perform several functions in the residential landscape. They provide shade for parked cars and pedestrians, they provide shade for homes, they create a cathedral like space out of what would otherwise be a two dimensional piece of asphalt, they unify the village landscape, and they are the thread that sews the individual streets into a village and the village into a neighborhood.

Accent Trees

These trees provide the showy flower, and leaf color that provide seasonal interest and a garden appearance.

Specimen Shrubs

These shrubs are usually large and bold in character. They show off during one or more seasons with flowers, leaf color, and/or fruit. They usually occupy an important and significant amout of space in the garden.

Accent Shrubs

Like specimen shrubs, accent shrubs show off during one or more seasons. Their function is to accent certain architectural elements e.g. a front entry, or a specimen shrub or accent tree.

Foundation Shrubs

These shrubs are usually planted at the foundations of buildings and fences. They vary in height, low in front of windows, high in front of fences. Their main purpose is to provide a green foil or transition between other landscape elements and the house.

Ground Covers

This important group of plants is usually low growing (6" to 18") and spreading (3' to 12'). Its most significant function is to cover the ground and keep weeds down. In addition, it can add seasonal interest with flower, and foliage color.

Turf

Turf will provide the most significant immediate impact to the streetscape. The use of sod provides instant mature lawn, and when used in sufficient quantity it provides a continuous green carpet that highlights the architecture.

Streetscape

Street trees shall be planted an average of one 15 gal per 30 linear feet of street. All trees should be placed in logical and aesthetically pleasing locations. All trees shall be located at 4' from the back of walk and should be coordinated with street lights and driveways. Street trees in separated sidewalk planter should be centered in the planter.

Screening and Fences

Screen hedges should offer frequent visual breaks for accent planting.

All new soundwalls, masonry walls or fences 50 feet in length or longer, and 4 feet in height or taller should be designed to minimize visual monotony through changes in plane, height, material or material texture or significant landscape massing where appropriate.

All fencing should be designed as an integrated part of the site, rather than as a separate fence, planter wall, continuation of architectural wall, etc. Chain link fencing is strongly discouraged. Use of special fencing design or materials is encouraged.

The design of fencing, sound walls, carports, trash enclosures, and similar site elements should be compatible with the architecture of the main building and should use similar materials.

Front Yard Landscaping

General

Front yard landscaping throughout the neighborhood should have a continuous ribbon of green turf along each side of the street wherever possible. All areas adjacent to fences and houses should have a transition area of planting. The edge between the planting and the turf should modulate in smooth sweeping curves.

Ground Cover Edge & Depth

The ground cover edge should consist of at least 3 laminated 3/8" x 4" redwood benderboard. The minimum depth for a ground cover area is 5 feet and the maximum depth is 10 feet.

Plantings In addition To Street Trees

In addition to the street trees, each front yard should have the following minimum plantings:

Ground Cover to Turf

-Approximately 2/3 of front yard in turf, approximately 1/3 in ground cover and shrubs.

Accent Trees

-Minimum of one per front yard. Minimum size 15 gallon with one inch diameter at breast height.

Turf From Sod

-Dwarf Fescue, Bluegrass Blend 95/5.

Decorative Bark

-Required in all ground cover areas maximum size ¾". Shredded bark is not advisable.

Specimen Shrubs

-Minimum of one per front yard. Minimum size 5 gallon.

Foundation and Accent Shrub Mix

-Minimum of 20 per front yard. Minimum size 1 gallon.

Ground Cover From Flats

-Maximum spacing 12 inches on center.

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